

Neely Road (SR 1546), Chestnut Street (SR 1610), and Parkview Drive (SR 1546)

from US 64 to US 276

Local ID: **TRAN0044-H**

Purpose: **Facility Deficiencies**

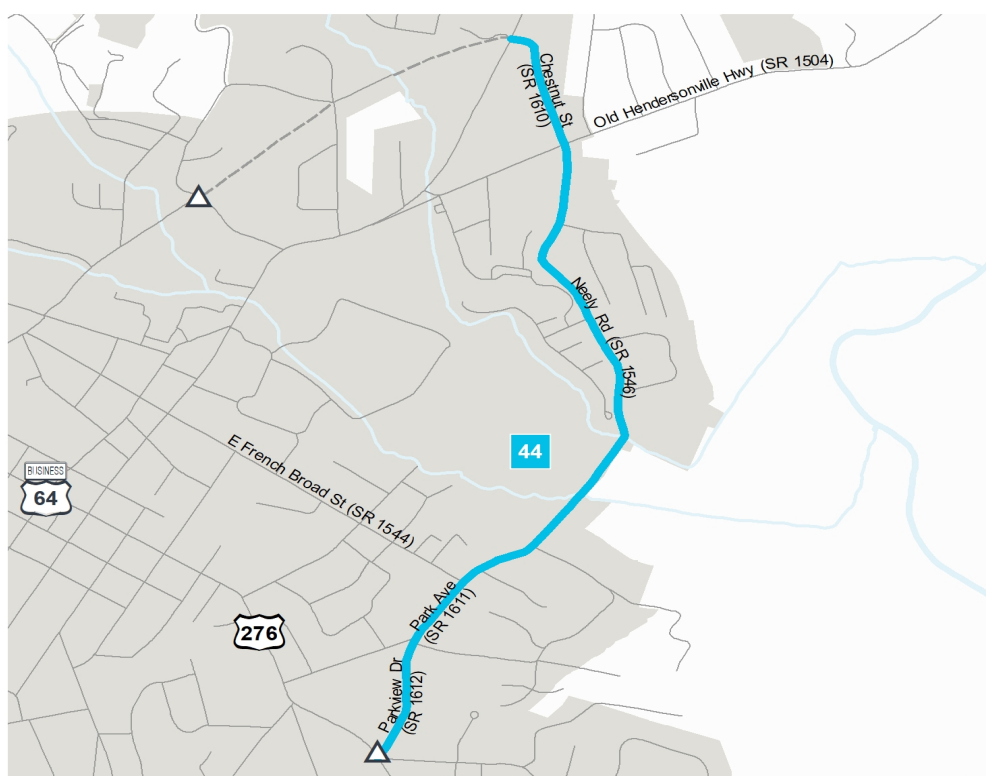
Improvement: **Improve Existing**

Identified Need

Neely Rd (SR 1546) has no paved shoulder, lane widths of 9 feet, and limited sight distance at the intersection at Park Ave (SR 1546). The CTP also identified a gap in the multiuse path system around the town from Old Hendersonville Rd (SR 1504) to US 276 and Gallimore Rd (SR 1118).

Recommendation

Improve alignment and lane widths to current design standards. Add curb-and-gutter to minimize right-of-way needs. Include adjacent multi use path instead of bike lanes and sidewalks. Intersection of Park Ave improvements with possible roundabout.



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	#	—	Interchange	⊙	□
Access Management / Operations	#	—	Bridge / Overpass	⊙	○
Modernization	#	—	Intersection	⊙	△
Other	#	—			

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	1.59
Existing ROW (feet)	50-90
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	4100-5500	5800-6300	-
Capacity (vpd)	10200	10200	10200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

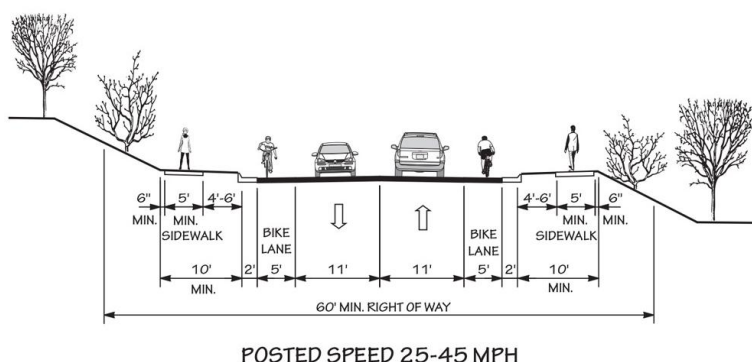


Typical Section Options:

None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

**Project Overview****Linkage to Other Plans**

According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. Bike Lanes and Sidewalks are recommended along this facility in concurrence with the Transylvania County Bicycle Plan (2019) and the City of Brevard Comprehensive Pedestrian Plan (2006/2018). Because of the limited number of crossings of King Creek and Lambo Creek, this facility serves as a major North-South corridor on the east side of downtown Brevard. The only other facility to serve this function is Wilson Road (SR 1540) on the east side of the French Broad River.

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed and wetlands. It is also within the vicinity of water bodies and a mitigation easement. The project is in proximity of historic Osborne-McCormick House, one place of worship, and two medial facilities.